

SAILING DIRECTIONS CORRECTIONS

PUB 191 **9 Ed 2000** **LAST NM 28/01**

Page 112—Lines 45 to 52/R; read:

6.17 The coast between the N side of Boulogne and Cap Gris-Nez, 7.5 miles N, consists of dark red cliffs with grassy summits, interspersed with beaches and dunes.

Landmarks along this stretch of coast include the residential buildings of Wimereux (50°46.0'N., 1°36.7'E.), with a prominent water tower; Ambleteuse (50°48.6'N., 1°36.4'E.), with a round fort situated close off the beach; Audresselles (50°49.5'N., 1°35.7'E.), with a prominent square belfry standing among the red-roofed houses; and Audinghen (50°51.2'N., 1°36.7'E.), with a prominent large belfry standing on the skyline.

Cap Gris-Nez (50°52'N., 1°35'E.), a precipitous headland, is 50m high and steep-to on its W side. A main light is shown from a conspicuous tower, 31m high, standing on the cape.

The CROSS surveillance station and a radar tower are situated close N of the light.

Pointe du Riden, located 1 mile S of Cap Gris-Nez, is steep-to and marked by a beacon.

Between Cap Gris-Nez and Cap Blanc-Nez, 6 miles NE, the shore is bordered by a coastal bank and several reefs, which extend up to about 1.8 miles seaward in places. The CA3 lighted buoy is moored at the outer side of the coastal bank, about 1.6 miles NW of Cap Blanc-Nez.

Cap Blanc-Nez presents a very white cliff to seaward and consists of several rounded grassy summits. The conspicuous Dover Patrol monument surmounts the highest summit.

A church, with a low square prominent belfry, stands at Tardinghen, 2 miles E of Cap Gris-Nez, and can be seen on the skyline. Mont Couple rises about 3 miles E of the church and can be identified by its summit, which slopes steeply to the S.

The chalky cliffs continue as far as Sangatte, 2 miles NE of Cap Blanc-Nez. A prominent square belfry standing in this village can be seen over the dunes.

Between Sangatte and Calais, 4 miles ENE, the coast is low and sandy. For additional landmarks and aids in this area, see paragraph 6.18.

(BA NP 28; Fr SD C2.1) 29/01

Page 113—Lines 1 to 9/L; strike out.

(NIMA) 29/01

Page 113—Lines 18 to 43/L; read:

For additional information concerning currents in the Dover Strait, see paragraph 6.2.

Caution.—An explosives dumping area, which may best be seen on the chart, lies about 1.5 miles N of the entrance to Boulogne.

Large concentrations of drift-net fishing vessels may be encountered in the vicinity of Cap Gris-Nez during December and January.

A submarine power cable area, within which anchoring by vessels over 50m in length is prohibited, lies between Cap Blanc-Nez and Calais, and may best be seen on the chart.

(Fr SD C2.1) 29/01

Page 113—Lines 47 to 57/L; read:

ferry traffic from England. It also provides extensive facilities for commercial shipping and is connected to the network of canals in the N part of France. A hovercraft terminal is situated 1.5 miles E of the main port entrance.

(NIMA) 29/01

Page 113—Lines 1 to 10/R; strike out.

(NIMA) 29/01

Page 113—Lines 12 to 13/R; read:

The tides rise about 7.2m at springs and 5.9m at neaps.

At a position 0.5 mile NW of the jetty heads, the flood current runs ENE and begins 2 hours 45 minutes before HW at the port. The ebb current runs WSW and begins 3 hours 30 minutes after HW. The flood current attains a maximum rate of 3 knots at springs and the ebb current a rate of 2 knots.

Close to the jetty heads the slack water periods, which last 15 minutes in good weather, occur 2 hours 30 minutes after HW at the port and 3 hours 30 minutes before HW (LW slack). These times may be advanced by 30 minutes during strong W winds and retarded by 30 minutes during strong E winds.

(BA NP 28) 29/01

Page 113—Lines 17 to 56/R; read:

The Approach Channel, which has been swept for obstructions, has depths over 10m. The entrance channel, which is 230m wide between the jetties, has a dredged depth of 9m.

The entrance channel leads into Avant-port. Bassin Henri Ravisse (Bassin des Guerlette-Bassin Est), a large tidal basin, is entered at the E side.

Bassin Henri Ravisse, which is dredged to a depth of 9m, is 1,200m long and 200m wide. The N side provides 820m of berthage with a depth of 12.5m alongside. A berth, with a depth of 9m alongside, is situated at the E side and is used by cross-channel catamaran ferries. A service berth, 200m long, is situated at the S side of the basin.

Arriere-port is entered from the SW side of Avant-port. Quai Paul-Devot, located in the SE part, is 240m long and has a depth of 9m alongside.

Gare Maritime, situated between the SE end of Avant-port and the N side of Arriere-port, has four berths, with depths of 5 to 7m, for cross-channel ro-ro ferries located at each side.

Basin West is entered from the SW side of Arriere-port through a dock gate, 17m wide, which is spanned by a road bridge. The gate has a depth of 2m over the sill and the basin is maintained at a depth of 7.6m. Vessels up to 110m in length, 16m beam, and 6m draft can enter the basin, but it is mainly used by small craft and pleasure boats.

Bassin Carnot is entered from the E end of Arriere-port through a lock, 133m long and 21m wide, with a depth of

1.8m over the sill. The basin is maintained at a depth of 7.6m and provides 1,700m of berthage. Vessels up to 150m in length and 16m beam can enter with drafts up to 6.6m. Vessels with beams between 16m and 19.5m can enter with drafts up to 5.9m. Vessels over 115m in length have to canal through the lock at near HW.

The port has facilities for ro-ro ferries, container, general cargo, bulk, and passenger vessels. Vessels up to 245m in length and 11.5m draft can be accommodated.

The port also provides repair facilities. A drydock, situated at the S end of Bassin Carnot, can handle vessels up to 150m in length, 19m beam, and 6m draft.

(BA NP 28; Fr SD C2.1) 29/01

Page 114—Lines 1 to 2/L; strike out.

(NIMA) 29/01

Page 114—Lines 4 to 25/L; read:

Ridens de la Rade, a bank of sand and shells, fronts the port and extends up to about 1.5 miles offshore. This bank lies almost parallel to the coast and is an extension of the coastal bank bordering the shore to the E of the port. It has depths of 3 to 8m in the W part and almost dries in the E part. The sea breaks heavily on this bank with N to E winds.

Ridens de Calais, a bank with depths of 8 to 16m, extends about 5.3 miles NE from the NW end of Ridens de la Rade.

The Approach Channel leading SE and E along the S side of Ridens de la Rade to the port entrance is marked by lighted buoys, which may best be seen on the chart.

A directional sector light is shown from a pylon, 8m high, standing in the E part of Sangatte. A radar scanner is also mounted on this pylon. A light is shown from a prominent structure, 10m high, standing on the W jetty head.

A main light is shown from a conspicuous white tower, 51m high, standing 0.8 mile SSE of the head of the W jetty.

Two conspicuous silos, 56m and 42m high, stand on the N side of Henri Ravisse Basin (Bassin Est), about 0.2 mile E of the root of the E jetty.

A prominent water tower is situated at Bleriot-Plage, about 1.5 miles W of the main light. A pyramid-shaped building stands on Quai de la Maree and houses the pilot station.

A lighted range indicating the approach to the hovercraft terminal is situated 1.2 mile ENE of the main port light and may best be seen on the chart. A prominent chimney is situated close S of the terminal.

A prominent signal tower, 30m high, stands on the E jetty, about 250m from the head. It is reported (2000) that a radar tower is situated on the E jetty, between the head and the signal tower.

(BA NP 28; Fr SD C2.1) 29/01

Page 114—Lines 27 to 50/L; read:

Pilotage is compulsory for vessels 50m or more in length, inbound or outbound, within 3.5 miles of the port entrance.

All vessels should send a message to the pilot station 12 hours in advance stating their ETA at the CA4 lighted buoy, length, beam, draft, and last port of call.

Vessels should then contact the pilot station by VHF 2 hours prior to arrival in order to confirm their ETA.

Pilots generally board about 0.7 mile N of the CA4 lighted buoy.

Vessels should not confuse the Dunkerque pilot vessel, stationed about 4.5 miles NE of the CA4 lighted buoy, with the Calais pilot boat, which only leaves port to meet vessels.

(BA NP 286) 29/01

Page 114—Lines 52 to 54/L; read:

Inbound vessels must report to the port traffic control on VHF channel 12, as follows:

1. Vessels approaching from SW should report when passing the CA3 lighted buoy (50°57'N., 1°41'E.).

2. Vessels approaching from NW should report when crossing the E limit line of the Dover Strait TSS.

3. Vessels approaching from N and E should report when crossing a line drawn between the RCE lighted buoy (51°02'N., 1°53'E.) and the RCW lighted buoy (51°01'N., 1°45'E.), and then extended along the parallel of the RCW lighted buoy to the E limit of the TSS.

Inbound vessels should then also report when passing the CA4 lighted buoy (50°59'N., 1°45'E.). Cross-channel ferries should report when passing the CA6 lighted buoy (50°58'N., 1°46'E.).

Special regulations and reporting procedures apply to vessels over 1,600 grt transporting dangerous cargoes in bulk in the approaches to the French coasts of the North Sea, English Channel, and the Atlantic between the Belgian border and the Spanish border.

Such vessels should consider the Approach Channel leading SE from the Dover Strait TSS and E toward the port entrance to be a Mandatory Access Channel. The outer N limit of this Approach Channel is marked by the CA4 lighted buoy. They must also establish contact with the port traffic control on VHF channel 16 before entering the Approach Channel and maintain a listening watch on the same frequency. Such vessels may not proceed E of the meridian of the CA4 lighted buoy without a pilot on board. While transiting the Approach Channel these vessels are deemed to be restricted in their ability to maneuver and must show the appropriate lights and shapes.

Such vessels must also use the designated Waiting Area (anchorage).

For further details of these special procedures, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

Signals

International port traffic signals are shown from the signal tower standing on the E jetty, at the entrance to Bassin Henri Ravisse, and on the W side of the entrance to Arriere-port. For further information, see paragraph 1.1.

Anchorage

A designated Waiting Area, the limits of which are shown on the chart, lies centered 5 miles NNW of the port entrance.

This anchorage area has depths of 17 to 28m and is shared with the port of Dunkerque. Vessels waiting to enter Calais may anchor in the S part of this area.

A recommended anchorage for vessels waiting to enter Calais lies between Ridens de Calais and Ridens de la Rade, and between the meridians of 1°47'E and 1°48'E.

During strong N winds, vessels unable to enter the port may seek shelter in The Downs (51°13'N., 1°13'E.).

Anchorage in the vicinity of the CA4 lighted buoy (50°59'N., 1°45'E.) is not recommended due to the remains of numerous wrecks and obstructions.

Directions

The Approach Channel, which may best be seen on the chart, leads SE from the Dover Strait TSS toward Sangatte Light and then 5 miles in an E direction along the S side of Ridens de la Rade to the harbor entrance. Sangatte Light bearing between 089° and 152° leads from seaward. A directional light is shown from a structure standing about 0.3 mile N of the main light. However, the harbor entrance alignment depends on the time of the tide. The best time for entering the harbor is at slack water, about 3 hours before HW.

Hovercraft follow a direct track from the vicinity of the CA2 lighted buoy (51°01'N., 1°49'E.) to the terminal, 1.5 miles E of the port entrance. During strong S to W winds, they may follow a track from the vicinity of the CA4 lighted buoy (50°59'N., 1°45'E.) to the terminal, staying N of the buoyed Approach Channel.

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Page 114—Lines 1 to 54/R; strike out.

(NIMA) 29/01

Page 115—Lines 1 to 16/L; strike out.

(NIMA) 29/01

Page 115—Lines 21 to 41/L; read:

Vessels proceeding in the channel between the jetties at the port entrance must allow for the strong cross tidal current.

An area, within which anchoring and fishing are prohibited, extends up to about 1 mile W of the port entrance and may best be seen on the chart.

An area, within which anchoring and stopping are prohibited, extends up to about 0.8 mile N of the hovercraft terminal and may best be seen on the chart.

An explosives dumping area, which may best be seen on the chart, lies 1.4 miles N of the port entrance, at the N side of Ridens de la Rade.

High speed ferries may be encountered in the approaches to the port.

(BA NP 28; Fr SD C2.1) 29/01